

routing software was identified also as a top capital improvement priority. The recommendation from this plan is for two Asheboro circulator routes and the provision of on-board attendants to accompany persons using RCATS door-to-door service.

All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information.

## Rail

Today North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. Within the county, there are currently two active rail lines operated by Norfolk Southern; one is in the central portion of the county and ends south of Asheboro, and the other is in the northeast corner of the county traversing Liberty and Staley. There are no rail improvements proposed in this plan. All recommendations for rail are coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information.

## ***Bicycles & Pedestrians***

Bicyclists and pedestrians are a growing part of the transportation equation in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The 2003 Bicycling Randolph County study and the